GOVERNMENT OF INDIA
ATOMIC ENERGY
LOK SABHA

UNSTARRED QUESTION NO:1579
ANSWERED ON:24.07.2002
KOTA NUCLEAR POWER PLANTS
RASA SINGH RAWAT

Will the Minister of ATOMIC ENERGY be pleased to state:

(a) the reasons for frequent interruptions in the nuclear power plants based in Kota; and

(b) the number of occasions on which these energy plants had to be closed during the last three years;

Answer

THE MINISTER OF STATE IN THE MINISTRY OF SMALL SCALE INDUSTRIES, MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS, MINISTER OF STATE IN THE MINISTRY OF PLANNING AND MINIST OF STATE IN THE DEPARTMENTS OF ATOMIC ENERGY AND SPACE (SHRIMATI VASUNDHARA RAJE)

(a) & (b) Out of the four nuclear power reactor units at Rajasthan, three units RAPS-2 (200 MWe), RAPS-3(220 MWe), and RAPS-4 (220 MWe) are operated by Nuclear Power Corporation of India Limited (NPCIL) on a commercial basis. These units have performed well, recording high overall availability factor (percentage time the units were connected to the grid and operating), during the past three financial years as indicated below:

UNIT	Availability Factor (%)
RAPS-2 (01-04-1999 to 31.3.2002)	87%
RAPS-3 (01-06-2000 to 31-3-2002)	82%
RAPS-4 (23-12-2000 to 31-3-2002)	76%

The average number of interruptions in operation of the above units during the period referred above is about one per month for reasons such as planned maintenance works, forced outages due to grid instability and equipment/systems which are normal to all power plants. The above good performance has been achieved even though RAPS-3 and RAPS-4 were in the process of stabilization of power operation after they commenced commercial operation in the year 2000. NPCIL expect to further improve performance of these units.

RAPS-1 which is the first Pressurized Heavy Water Reactor (PHWR) unit in the country, owned by Department of Atomic Energy (DAE) and operated by NPCIL, has been shut down with effect from 30-04-2002 on the expiry of its regulatory licence. In-service inspection and evaluation for safety upgrades including possible en-masse coolant channel replacement are in progress. Based on this evaluation by NPCIL, and its review and clearance by AERB, further course of operation on its continued operation will emerge.